

## Transit Board Lets Brooklyn "L" Contract

Accepts \$1,149,196 Bid for 14th Street Link Which Hylan Rejected After the City Approved It in 1920

### Inform Estimate Board Tells It to Seek Consent of Company if It Wishes to Have a Subway Instead

A contract for an elevated structure to form a link connecting the Fourteenth Street subway with the elevated railroad in old Bushwick, Brooklyn, was let yesterday by the Transit Commission to the Joslin Construction Company. The bid was \$1,149,196.10. This is the Fourteenth Street-Eastern district connection over which controversy has raged for several years and upon which the Board of Estimate made a complete reversal by withdrawing approval of an elevated line given in 1920 and demanding of the present Transit Commission a subway instead.

It was the rejection of this same contract by the Board of Estimate that was made something of a civic function a week and a half ago, when Mayor Hylan, having presided at the board meeting his distinguished guest, Mayor William Hale Thompson, of Chicago, hurled the contract back at the Transit Commission with the declaration that the "traction interests" could not impose an elevated structure upon his demesne of Bushwick if Bushwick wanted a subway.

Commission Through With Matter. In letting the elevated contract and forwarding it to the Board of Estimate, the commission has finished with the matter. In a letter sent to the Board yesterday afternoon the commission points out that there is but one way to insure the desired change to a subway link, and that is to obtain the consent of the railroad company, as the city is under contract with the company for the construction of an elevated link. The contract is dated March 19, 1913. The commission says: "Both the commission and your honorable body must be governed in their present action not only by the terms of the contract referred to, but by the terms of the modification of route referred to."

"As your board is aware, no change can be made in the existing contract without the consent of the New York Municipal Railway Corporation, which is a party to it. As the commission has informed your board upon previous occasions, the receiver of the properties of the New York Municipal Railway Corporation, in response to a letter addressed to him in July last, declined to accept any modification of the contract designed to change the form of construction from elevated railroad to a subway. The position of the company in this respect has been reaffirmed by the receiver in public statements made by him during the past several days."

The commission declines to make any further efforts, as suggested by the board, to induce the company to make the change, but says that if the board itself wishes to try it, the commission is quite willing. Sections of the contract with the city are quoted, showing that it calls for "a two-track elevated railroad."

The commission, in giving out the letter, said that it had not changed its attitude of general opposition to any more elevated structures. It also gave out a list of seven awards for the trackwork on the link, amounting to \$79,889.37. The commission began yesterday an inquiry into conditions on the elevated lines, operated under lease by the Interborough, Charles A. Standfast, supervising inspector of the commission, testified that scarcely half of the standing room capacity of the lines was used during rush hours, and was in sharp contrast with the crushing conditions in the subways and brought forth the statement from Arthur G. Hays, who appeared for the company, that "it is a notorious fact that the elevated is running behind four or five million dollars a year."

He declared that the elevated roads were carrying 2,500,000 less passengers a month this year than last. Can Run More Trains at Noon. George Keegan, assistant to Frank Hedley, president of the Interborough, said that under present rush-hour work schedules men were paid for a full day's work if they worked five hours, and more trains could be run, therefore, during midday, without increasing the cost.

Commissioner O'Ryan said it was imperative to provide a seat for every one for short distances, if seats for "long riders" were available. Chairman McCumber said later this was merely a casual remark of Commissioner O'Ryan's, and indicated no change in the commission's policy. The commission yesterday refused to suspend the extra fare schedules filed by Receivers Slaughter, W. Huff and Robert C. Lee of the Steinway lines in Queens. In a letter to District Attorney Dana Wallace the commission says that it will take no action until a decision has been handed down by the court.

Regarding the relocating of certain tracks, upon which the commission held a hearing, it was agreed that the companies and the Queens officials would work out some plan. As the lines are in receivership, there is some difficulty about raising the necessary \$270,000.

### Fusionists Plan to Form City Government League

Preliminary Steps Taken Toward Giving Citizens Chance to Choose Best Candidates

Some of those active in the fusion campaign in the last municipal election met last night at the Hotel Commodore and took the first definite steps toward organizing the City Government League, a permanent body whose purpose will be to help the city elect efficient administrators. The league intends to organize citizens to obtain for themselves the opportunity of nominating candidates selected for fitness only. It intends to strengthen the position of progressive candidates, and in the near future will frame a program of action which will include recommendations for a revision of the charter to provide "for the election of aldermen by proportional representation." The league will endeavor to have the law amended so there will be only one, and that a non-partisan, primary election in this city.

Among those at the meeting were Dr. Joseph P. Brennan, John Davis, Miles M. Dawson, Mrs. Garrett Day, Thomas F. Hickey, Samuel F. Horman, Joseph M. Price, Mrs. Frank Keep, Robert Moses, Mrs. James McCurrach, Mrs. Henry Oleschewer, Mrs. Robert T. Oliver, Sally Peters and Almon G. Raskin.

## Pair Will Plunge Unclad Into Woods for Six Weeks

Special Dispatch to The Tribune

BOSTON, May 17.—Mr. and Mrs. Carl A. Sutter will leave civilization behind them Saturday and go into the Maine woods for six weeks to prove that a man and woman can exist on their own resources without any of the aids of the modern world. They will enter the wilderness regardless of weather conditions and without clothes, food, fire or weapons.

Sutter is twenty-seven years old, while his wife is twenty-three. She is a small woman and has the appearance of frailty, but in fact she is strong and hardy, like her husband. She is enthusiastic over the coming test. The adventure contains many elements of risk, for the area to be reached by the north central part of Maine is as wild as any section in the East. The area is uninhabited and wild beasts are common. But the Sutters are well skilled in wood lore and do not anticipate any trouble in the matter of securing protection as well as food.

As the nights at this season are cold in northern Maine, it will be vital that protection for their bodies be obtained before the sun sets Saturday night. It is likely that the couple will depend largely upon fish for their food, for the section they are invading boasts many lakes which abound in fish. They will clothe themselves in fabrics manufactured from the inner bark of certain trees and catch their fish and game with crude implements of their own manufacture.

Sutter and his wife have lived much out of doors and they face the hardships of the coming test with every confidence of success. It is their opinion that to survive in this manner for a period of six weeks is sufficient proof that conditions could continue under like conditions indefinitely.

## Daugherty Assailed by Untermyer

(Continued from page one)

to arrogate to himself the function of super-government in so perilous an undertaking.

"Congress has happily at last awakened to the necessity for probing the frauds committed by disloyal profiteers who capitalized our war necessities of great social, financial and political power. I wish it were possible to believe that the long belated promise of activity were anything more than a mere 'flash in the pan.' For years the air has been filled with rumors of colossal swindles upon the government."

Urges Congressional Inquiry. "The way to ascertain the facts as to these war contracts is not by referring the subject either to the Attorney General or to the Federal Trade Commission but by an open and fearless Congressional investigation that will know neither friend nor foe, and with such aid as the Federal Trade Commission can furnish. The best assurance of effective prosecution lies in prior public ventilation of the facts."

"There is no disposition to pre-judge these war contracts. But if there are any criminals behind them they are big criminals and it is going to be correspondingly big job to reach them. Little men, further handicapped by being tied at every point by political wires, are not likely to succeed. That species of criminal. Their publicity bureaus may quell public clamor for a while by delusive promises, but when the public gaze is withdrawn, as they rightly reckon that will be, those invisible underground wires will begin to work and the whole thing will eventually drop into oblivion."

Expects Few Small "Goats." "If the clamor is sufficiently loud and proves to be insistent, perhaps a few of the less politically and financially important men, who have been caught red-handed (if there are any) may be offered as a sacrifice to still the public indignation while the big fellows, as usual, get away under cover of the noise. That would be but history repeating itself, due to the inability of government to overcome the twin handicaps of influence and inefficiency."

Mr. Untermyer criticized the methods of the Police Department in rounding up and imprisoning every man who had at one time committed a crime, "as a substitute for departmental efficiency." He said the recently inaugurated practice of taking these cases directly to the grand jury should not be encouraged. He advocated an amendment to the Constitution which would compel the defendant to be called as a witness against himself and submitted to an examination.

## Engineers Discuss Plan To Develop New York Proposal of Sage Foundation Affecting Metropolitan Area Is Outlined

The New York Section, American Society of Civil Engineers, discussed the Sage Foundation plan for development of the metropolitan area at its annual meeting last night, at 29 West Thirty-ninth Street.

Charles D. Norton, chairman of the committee on plan of New York and its environs, said the foundation would finance the preliminary work and that the limit of the district included in the plan extended from Montauk Point to Bridgeport, Conn.; to West Point, N. Y.; to Princeton, N. J., and thence to the Atlantic Ocean.

Other speakers were Arthur S. Tuttle, chief engineer of the Board of Estimate; H. M. Lewis, a member of the committee on plan of New York; Jay Downer, secretary of the Bronx Parkway Commission; Morris R. Sherwood, New York consulting engineer, and Bertram H. Saunders, chairman of the City Plan Commission of Paterson, N. J.

Mr. Davies was elected president; F. C. Noble, vice-president; C. W. Leavitt, vice-president; H. M. Lewis, secretary; C. R. Hulbert, treasurer, and G. Grove and W. C. Briggs, directors.

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## Senator McCormick To Continue Fight On Denby Voyage

Use of Transport for Trip to Japan With 1881 Naval Class To Be Taken Up in Appropriation Bill Issue

From The Tribune's Washington Bureau. WASHINGTON, May 17.—Senator McCormick, of Illinois, is strongly disposed to follow up his objections to the proposed cruise of the transport Henderson to Japan with Secretary Denby and the class of '81 of the Naval Academy. He intends to take the question up with the Senate Naval Committee while it is considering the naval appropriation bill, provided the committee does not deal with it on its own motion.

Senator McCormick, it is understood, is by no means the only Senator who is watching developments in the matter closely and further speeches on the subject are likely to be made on the floor at any time.

When the naval bill comes up, Senator McCormick is likely to offer an amendment to it to deal with the case of the Henderson and so to increase subsidies charges on the transport for persons sailing on it as the class of '81 will sail as it is made it preferable to travel by commercial steamers. McCormick is not likely to state that back of the McCormick resolution was the apprehension of many Republican Senators that the so-called "junket" to Japan would raise much political outcry and be harmful to the party when the country is demanding economy. If the trip of the Henderson is not discussed in the Senate earlier, it is said to be certain to come up for discussion when the naval bill is reached.

According to official figures made available at the Navy Department today, the trip of the Henderson to the Orient will not be a costly enterprise. The vessel was selected at the outset as one of the navy transports available to convey war supplies and personnel required for the Asiatic station, and it was said the fuel cost will not be greater by reason of the sailing list, including members of the class and their families.

The vessel will convey 300 bluejackets, seventy-five marines and twenty-one officers and their dependents, with a cargo of naval stores, from the east coast to San Diego, Calif., and the Orient, the department disclosed. The fuel cost for the trip to the Orient, the department asserts, will amount to \$67,722 on the basis of the vessel's cargo. The cost of the return trip has not been estimated, although the department said that a full cargo would be transported back.

"If the navy personnel, including the bluejackets, marines and officers," one navy official said, "were sent to the west coast by train, the cost would amount to \$47,809.55, and if the navy stores were shipped by freight to the coast the cost would be approximately \$10,000. Thus it can be seen that the cost to the government of this trip of the Henderson will be far less than if commercial transportation service was used."

Secretary Denby reiterated today that no change in plans for the Henderson had been made, and that the vessel would sail from Hampton Roads May 20, as announced.

## 2 New York Relief Workers Down With Typhus in Russia

MOSCOW, May 17.—Three men attached to the American Relief Administration personnel, who recently contracted typhus, are in various stages of the disease, but the recovery of all is hoped for. They are Harold F. Blandy, of 221 West 121st Street, New York City, who is ill at Ufa; Richard Bonnevale, 53 Gardner Avenue, Jersey City, N. J., ill at Buzuluk, and Henry J. Harris, 645 Madison Avenue, Brooklyn, N. Y., ill at Odessa.

## Stay on Tariff Job or Resign, Says McCumber

Finance Committee Chairman Shouts Message for Republican Senators Who Leave Their Seats Empty

### Insists on Bill's Passage

### Powers of Rate Revision Assigned to President in Measure Hit by Democrats

WASHINGTON, May 17.—Complaining of Republican Senators absenting themselves during votes on the tariff bill, Chairman McCumber of the Senate Finance Committee said tonight during the debate that they should either keep on the job or resign.

"If you can't stay here and pass this bill, for God's sake resign and let your state send someone here who will stay here," he shouted to the North Dakota Senator. "That's my message to those Republicans who can stay here and won't."

Calling attention to that there had been no after vote with only a bare majority—forty-nine—present, Senator McCumber said he did not expect the Democrats who were opposed to the bill to maintain a quorum, but that he did expect the Republicans to believe in it to stay on the job and pass it. "They haven't been doing this," he said.

The committee chairman said it was not to be expected that Senators who were sick could be present, that there were others who could not attend night sessions continuously on account of age and that those Senators who had closed their eyes would be excused, but that other Senators should stay on the job. He added that the Senate had been in session eleven hours and had passed on only "three little insignificant amendments."

### Revision Powers Attacked

Provision in the tariff bill under which the President would be given powers over tariff duties were attacked and defended to-day in the Senate. Senator Watson, Democrat, of Georgia, opened the assault and was joined by Senator Underwood, of Alabama, a Democratic leader, and others of the minority side. Chairman McCumber and Senator Smoot, of the Finance Committee, defended the provisions.

Declaring that the proposal would bring together in the White House the three branches of the government—the legislative, executive and judicial—Senator Watson said they would "work a revolution in our system of government."

Senator Watson asserted also that the "power of life and death over business not only in this country, but abroad, was too great to impose on any one man and that no member of the British Parliament would dare to make such a proposal."

The tariff bill will be kept before the Senate until its passage is assured, how long that may be, Senator Lodge, of Massachusetts, the Republican leader, announced to-night in the Senate.

"We will keep this bill before the Senate, no matter how long we are held here," Senator Lodge said. "There is no intention of putting this bill over, no matter how long it takes to dispose of it."

Senator Lodge's announcement was in response to an inquiry of Senator Underwood.

### To Limit Powers Proposed

Senators Underwood and Simmons, Democrats, of North Carolina, contended and Senators McCumber and Smoot denied that the President would have authority to transfer items from the free list to the dutiable list. Finally Senator Smoot reiterated that the President would not have authority to transfer items from the free list to the dutiable list.

Senator Smoot reiterated that the President would not have authority to transfer items from the free list to the dutiable list, in which it was known that duties could not be provided that would take care of the situation. He added that in most cases the President would act to decrease rates which had necessarily to be fixed now on an unstable condition.

## Savings Banks Drop Fight on Branch Plan

State Association Gives Approval to Legislation Defeated at Albany

Opposition among certain savings banks to the proposed legislation permitting the establishment of branch savings banks and allowing savings banks to carry on a safe deposit business was overcome at the initial session of the twenty-ninth annual meeting of the Savings Banks' Association of New York, held at Briarcliff Lodge last night.

Legislation such as that defeated at the last session of the Legislature and which will be advanced at the next Legislature, received the unanimous approval of the 350 delegates to the convention after a plea for unity, made by Burton L. Smith, of the Mechanics' Savings Bank, Beacon, N. Y. The disaffection which has existed in the association was in large part to blame for the defeat of the bills mentioned. The present meeting is the largest ever held. J. J. Pauley, president of the Emigrant Industrial Savings Bank of this city, is president of the association. W. E. Knox, president of the Bowers Savings Bank, and Adolph Koppel, of the Central Savings Bank, also spoke.

To-night the annual dinner of the association will be held at the lodge. Following a business session this morning the bankers will have an afternoon of golf. The meeting will last through to-morrow.

## Feudists in Fatal Fight In Kentucky Courthouse

1 Killed, 2 Fatally Wounded and 2 Others Shot in General Battle

Special Dispatch to The Tribune

PINEVILLE, Ky., May 17.—The Bell-Colson feud, which for years has raged in the mountains of this county, today broke forth with renewed fury. One man was shot to death, two others fatally wounded and two more or less seriously injured in a pitched battle with pistols fought in the corridor of the Bell County Courthouse here.

The dead man is Riley Ball, leader of his clan. Frank Ball has two bullet holes in his body and cannot recover. John Hurst, a Colson adherent, is believed to be dying. Clay Colson, just recovering from wounds received in a previous battle, was wounded in the shoulder. M. L. McDaniel, a non-combatant, was shot in the fight. The feudists met in the courthouse, where George Colson was to go on trial for the killing of Ira Ball in a clash several months ago. The men came face to face suddenly and the guns began to crack. No one seems to know who drew first, but twenty or thirty shots were fired. A strong force of deputies and policemen was placed about town immediately, as a general outbreak was feared. To-night all had become quiet. George Colson, ready to stand trial, was arrested after the battle and placed in jail.

## France Joins Turkish Probe

Accepts Invitation to Investigate Alleged Atrocities

PARIS, May 17 (By The Associated Press).—The French government has accepted the proposal of the British government for an international inquiry into alleged Turkish atrocities. The acceptance will be delivered tomorrow by Colonel de St. Aulais, the French Ambassador. In its note the French government announces that it has instructed General Pelle, the French High Commissioner in Constantinople, to collaborate with his British and Italian colleagues in the Turkish capital.



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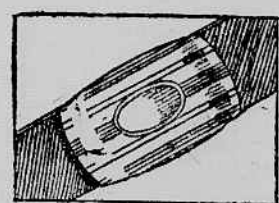
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